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initiative, of educational committees destined to create an agitation in favor of navigable routes, the establishment of organs to spread the new gospel, have been formed and nothing has been lacking to point out that the future of large productive states is "on the water;" it is "on the water" that cheap transportation is found.

The article is divided into two parts, one relating to the "commercial organization of the navigable waters (inland) of Germany," the other dealing with the same subject in France. The object of considering the inland waterways of Germany, which the writer characterizes as "terre classique des transports par eau," is to influence agitation in favor of more energetic action in France. The central situation of Germany and her long navigable rivers—the Rhine, Weser, Elbe, and Oder, with their tributaries—make natural conditions very favorable for the development and extension of her inland waterways. The situation of France and her navigable rivers—the Seine, Marne, Saône, Rhône, Loire, and Garonne—make equally favorable conditions in that country. In the former country, however, owing to state ownership of both railroads and canals, the rule is to make all forms of transportation serve the industrial development of the country, while in France, owing to private ownership of railroads and public ownership of canals, such a rule is more difficult of realization.

By the use of their "special tariffs" the Germans can operate to the disadvantage of France and other countries. For example, they can so manipulate these tariffs as to divert traffic destined for Switzerland, Italy, Austria, and even France from French (Havre, Marseilles, etc.), Italian (Genoa), and Austrian (Trieste) ports.

The entire article is clearly written and gives us a good brief picture of the conditions of inland transportation in Germany and France.

GEORGE M. FISK.

The American Merchant Marine: Its History and Romance from 1620 to 1902. By WINTHROP L. MARVIN. New York: Charles Scribner's Sons, 1902. 8vo, pp. xvi + 444.

THE comprehensive character of this work is indicated by its title and "is the outcome," so the author tells us, "of twenty years of such study as the student gives to the theme that is nearest to his heart—of study supplemented by constant observation of the sea, its ships, and the ebb and flow of its commerce." There are eighteen chapters in the book, three dealing with colonial ships and their cargoes, eight treating of the history of the American merchant marine from 1789 to 1902,

three relating to celebrated ports and voyages, two to whaling and deep-sea fisheries, and two to the coastwise and lake trade. The story is told in a charming and graphic manner, and is replete with phrases such as these: "It was true then of many more American towns than tide-encircled Boston, that 'each street leads downward to the sea.' Down those streets went most of the young men who had dreams in their heads and iron in their blood, and they always found ships waiting." Then again, in speaking of a later period, we are told that "the American Union was no longer a thin fringe of commonwealths along the edge of the sea. Brave and determined men had turned westward to the wilderness as well as eastward to the ocean." The author's description of the various kinds of ships in vogue at different times in the American commerce is very clear. He gives us a graphic picture of the good and bad sides of the American sailor's character, but his admiration for the Union Jack is so strong that he makes us believe in the dominating sterling qualities of the sailor. In delineating the vicissitudes of the American merchant marine, the author admits that manifold influences are responsible for its growth and decay, but so strong is his belief in protection that the reader is led to believe that the latter is the all-powerful factor. For example, in speaking of the first tariff act under the constitution he says:

Thus the first law of the fathers of the republic was specifically a protective-tariff act, but it aimed to give American shipowners and seamen the same consideration which it bestowed upon American manufacturers and mechanics. . . . The tariff and navigation act of 1789 was amended by Congress in the year 1794 and made still more energetic. Protective duties on foreign merchandise as originally imposed had proved inadequate.

The predominating features of these early acts were, first and foremost, revenue; second, protection to our shipping, while protection to manufactures was decidedly incidental. The author characterizes as "inhospitable" the policy of Great Britain toward the United States during the thirty years following the adoption of our constitution, and shows a tendency to blame the former for subsidizing her merchant marine—although this policy of protection he would fain have the United States adopt. The book deals not only with history, but with romance. "The picturesque aspect of our ocean adventure is not," says the author, "less important than the economic and political." In this phase of his subject the writer is especially fortunate. The following quotation from his preface illustrates his point of view:

No heroes of the *Iliad* or the Crusades were bolder than the merchant

navigators of the young republic. Our national independence was really won and maintained for us upon the sea by the splendid constancy, valor, and skill of the armed crews of our trading ships, whalers, and fishermen, who in the Revolution were almost as numerous as, and far more effective than, the entire army of Washington. Again, in the Civil War, it was the sea power of the Union, composed largely of merchant ships and four-fifths of merchant officers and sailors, which swung the balance against the seceding states. Even in our short conflict with Spain, the merchant fleet proved a reserve ready and indispensable.

G. M. F.

La France et le marché du monde. By GEORGES BLONDEL. Paris: L. Larose, 1901. 12mo, pp. xi + 164.

THE last volume of the JOURNAL contained (December, 1901, pp. 127-30) a review of Georges Blondel's book on *The Industrial and Commercial Rise of the German People*. In discussing the development of German manufactures and commerce, the French economist called the attention of his countrymen to the causes of the much greater progress made in Germany than in France. In a more recent pamphlet, entitled *France and the World Market*, which represents a collection of papers read by M. Blondel in eastern France at the request of the Committee for the Defense of the National Interests, he treats the causes of the inferiority of France in a somewhat different light: his purpose is "to show the progress made today by the young nations, to prove by figures that France, although better endowed than most of its neighbors, adapts itself less well than they to the contemporary evolution and presently loses its superiority, its customers, its prestige."

In a brief introduction Blondel points to the progress of machinery and the means of transportation, and to the influx of agricultural products into Europe from abroad. He then describes (pp. 12-51) the economic rise of the "new countries." He begins with the United States, sketches the rapid increase of its exports in the last decade, and attributes it to a better utilization of the capabilities of the workers, to a wider use and greater perfection of tools and machinery, and to the standardization of products. He points to the rise of the mineral, metal, and textile industries in the United States, to the development of the trusts, and to the canals and railways. He subsequently takes up the development of Canada, Mexico, South America, Japan, China, India, and Australasia. The treatment of Japan is especially full of interesting details.